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COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Alt. Loennowitz Airfield

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EVALUATION [REDACTED]

DATE OF CONTENT 14 December 1950

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DATE OBTAINED [REDACTED] DATE PREPARED 12 January 1951

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. &amp; TYPE) [REDACTED]

REMARKS [REDACTED]

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1. Eight silvery jet fighters with swept-back wings were parked on the eastern edge of the Alt Loennowitz (N 52/E 84) airfield on 14 December 1950. (1) Behind the cockpit the planes had a radio rod which slanted far to the rear. The air intake and exhaust apertures were covered with red sheet metal.
2. Four single-engine, low-wing monoplanes with radial engines were parked in front of the closed hangars. Three of the four planes were warming up at 7 a.m. About one-third of the total runway length starting from the eastern end of the runway was used for the take-off run. About 3 or 4 tank trucks, 2 or 3 trucks, and 3 passenger cars were standing side by side at the eastern end of the runway. A radio truck with three whip antennas drove about 100 meters north of the runway. About 60 to 80 men were at the take-off point.
3. At 8 a.m. three single-engine, low-wing monoplanes took off at intervals of 2 to 4 minutes. There was a slight frost and the sky was 5/10 cloudy. Each plane had double trapezoidal wings, a three-bladed propeller, landing gear which retract inward, two seats, one behind the other, cabin roofs, which can slide back, and an antenna rod about one meter long on left wing. They were painted light blue and had red numbers and red propeller hubs. [REDACTED] were seen on the sides of the fuselage of two of the planes.
4. The single-engine, low-wing monoplanes repeated the take-offs at intervals of 30 to 35 minutes until 11 a.m. They practiced the following in the vicinity of the field at an altitude of 2,500 to 3,000 meters: rolls to the right and left, full circles at banks of about 45 degrees to the right and left, wing overs, spinning and pulling out of dives without throttle, then climbing again and repeating the exercise. The aircraft approached for landing at a speed of about 200 km/h. About two thirds of the total length of the runway was used for landing. The landings were apparently made by trained pilots.

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5. The obstacle lights were on at 7 a.m. but not the runway lights. About 11 a.m. observation became difficult because of a light fog. The obstacle and runway lights which were red were on for about 5 minutes. At the same time a biplane coming from the north landed at the field. The biplane had a rigid landing gear, a radial engine without cowling, an angular fuselage, and a cockpit for about 3 to 5 men. (3)

6. A radio truck with a rod antenna about 4 meters high was about 100 meters east of the jet aircraft. (4) A closed, two-axle trailer was about 30 meters to the south. The spotlights and radio installations were still on the extension of the runway. (5) Individual sentries and small wooden cabins 350 meters apart were recently seen on the southern and eastern edges of the landing field. The sentries mounted guard before dawn. A new wooden watchtower 4 meters high was near the jet fighters. There were no indications that the railroad spur track was used.

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## Comments.

(1) About 60 MiG-17s, assigned to two fighter regiments, are believed to be stationed in Alt-Loennewitz.

(2) Probably ULA-7s or Yak-11s.

(3) The type designation is not known. The plane is possibly a version of the PO-2.

(4) Probably the ground radio station of one of the two fighter regiments.

(5) [redacted] possibly means the landing beacon on the extension of the runway.

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